

WELCOME TO THE *Iway*



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COMMEMORATIVE PROGRAM

Rhode Island Department of Transportation

Welcome to the Iway, the future of highway travel in Providence. For those who haven't heard that term before, the Iway is the name the Rhode Island Department of Transportation (RIDOT) adopted for the huge construction job taking place in Providence. The name, and its tagline – "Yours. Mine. Ours." – was chosen to emphasize that the I-195 Relocation Project is being done with the overriding goal of reducing congestion, improving safety and enhancing the quality of life for all Rhode Islanders and visitors who travel through Providence.

This is an exciting time at RIDOT, as we begin to open the first phase of the Iway to the public in Fall 2007. To this point, most motorists have

faced only minor delays related to construction. In an effort to minimize traffic delays, RIDOT has limited lane restrictions and road closures to the overnight hours when traffic is lightest.

This commemorative program represents progress to date, information on new exit ramps (see below), and interesting facts and figures about the project.

RIDOT is confident the project will live up to its potential and mark a major leap forward in highway travel in and around Rhode Island's capital city.

Buckle up and safe travels,



RIDOT Director
Jerome F. Williams

A handwritten signature in black ink that reads "Jerome F. Williams".

How to get there from here: New exits and ramps

When the Iway is all done, these new exits will be open to drivers

I-195 West:

- The Gano Street off-ramp and on-ramp at **Exit 3** will remain the same.
- The South Main Street exit will be replaced with a new **Exit 2**, connecting to Wickenden Street at South Main Street.
- I-95 north (at the split) will still be a right exit. Off that exit will be a new **Exit 1A** to Point Street and the Northbound Service Road – which will be extended across the old interchange to connect to the existing service road at Broadway.
- I-95 South (at the split) will still be a left exit. Off that exit will be a new **Exit 1B** to Eddy Street and the Rhode Island hospitals campus.

I-95 North:

- New ramp, **Exit 19**, will lead to I-195 East.
- Immediately after that, there will be a new **Exit 20** to Point Street and the Northbound Service Road.
- There also will be an on-ramp from Point Street to I-95 North.

I-195 East:

- Existing exits, Downtown/Dyer Street (Exit 1), Wickenden Street (Exit 2) and Gano Street (Exit 3) are all being removed. There will be a new **Exit 2** to India Street just before the existing Gano Street exit (there will be no Exit 1). Traffic wanting to reach the Jewelry District, Business District and Wickenden Street area can use the new **Exit 20** off I-95 North or **Exit 21** off I-95 South.

I-95 South:

- The Broad Street on-ramp to I-95 South will be eliminated and replaced with a ramp from Point Street to I-95 South.
- I-195 East ramp at **Exit 20** will be new, exiting on the right instead of the left.
- After that, a new ramp for **Exit 19** will lead to Bordon Street or Eddy Street (for the hospitals). The existing Exit 19 for the hospitals will be eliminated.

RIGHT NEXT DOOR:

Other important projects related to the Iway



Washington Bridge Replacement Project:
Just east of the Iway project, RIDOT built a new southern span of the Washington Bridge to carry I-195 East over the Seekonk River. The rendering above shows how the completed bridge will look, including the construction of a linear park and bike path (the thin bridge on the right hand side of the image), which will be built on a portion of the old bridge's foundation.



India Point Park Pedestrian Path:
This structure will link the Fox Point neighborhood to the waterfront and India Point Park. It replaces an aging, narrow structure with a new bridge featuring a wide, landscaped and lighted path with column-like lights, street lamps, and benches built into the base of numerous raised beds for small trees and shrubs.



Waterfront Park:
The City of Providence sponsored a design contest in 2006 to determine how to develop public spaces being created by the removal of the existing I-195. The winning design by Brown, Richardson & Rowe, Inc. (above) features parks on both sides of the Providence River, along with numerous buildings to be constructed by the private sector.



NUTS & BOLTS: Iway facts and figures

General Iway Statistics

- Dimensions:** The project will construct 1 mile of new I-195 along a new alignment, reconstruct 1.5 miles of I-95, and provide a new interchange between the two Interstates.
- Project Limits:** From the Washington Bridge to the I-95/I-195 interchange on I-195 and from Thurbers Avenue to Broadway on I-95.
- Design:** Four lanes in each direction. Elevated deck supported by concrete columns. New interchange with I-95. Construction includes relocated on-ramps and off-ramps.
- Cost:** \$610 million (projected).
- Assembly Period:** Construction began in 2003. Traffic to use new highway partially in 2007 and fully in 2009. Project closes out in 2012 with removal of old highway structures and restoration of city streets.
- Cubic Yards of Earth Moved:** 1,018,000 – enough to fill Providence Place Mall, including the parking garage, from floor to roof.
- Buildings Demolished:** 24.
- Cost of Relocating Utilities:** More than \$24 million.
- Number of Beams and Girders:** 652.
- Tons of Asphalt:** 182,000 – enough to fill 28 Olympic-sized swimming pools.
- Miles of Steel Rebar:** 1,250 – If placed end to end, it would stretch from Providence to Orlando, Florida.
- Gallons of Paint:** 15,750.
- Property Available for Development:** 19.2 acres after old highway is removed.
- Property to be converted to parks and open space:** Six acres on west side of the Providence River, three acres on east side of the Providence River.
- Dimensions:** 1,250 feet long, with a 400-foot center span that was assembled at the Quonset Business Park. Center span is 85 feet tall and 164 feet wide.
- Cost:** \$12 million. The cost of moving the bridge from Quonset to Providence was \$3 million.
- Design:** Four lanes in each direction. Center span is a tied arch design that supports the deck.
- Weight of Steel in Center Span:** 4.9 million pounds, not including reinforcing steel in the deck.
- Amount of Concrete in Center Span:** 2,200 cubic yards – equivalent to the weight of more than 110 tractor-trailers.
- Number of Bolts on Feature Span:** 47,000.
- Length of Cable on Feature Span:** 1 mile.



Iway Signature Bridge
Statistics

IN THE BEGINNING

How the Iway came to be

The Iway project has been years in the making, and now is taking shape in a way that people can see and recognize. With the placement of the project's signature bridge in August 2006 and extensive steel work in 2007, everyone can see how the new highway will work. Many more exciting milestones lie ahead, including the opening of the first segment of the Iway for travel in Fall 2007 and the planned full opening of the highway in 2009.



Back in the 1980s, RIDOT reviewed many plans to deal with the aging section of I-195 in Providence, which was built in the 1950s. Along with having to complete numerous repairs on one of the busiest stretches of highway in Rhode Island, traffic volumes had increased tremendously over the years. The highway designed for 75,000 vehicles a day now carries more than 160,000 cars daily.

The old design had other problems. Tight curves, left-hand exits and closely spaced exits have contributed to excessive congestion on the highway, which spills over onto adjacent highways, causing delays for motorists on I-95, the Route 6/10 connector, and on city streets.

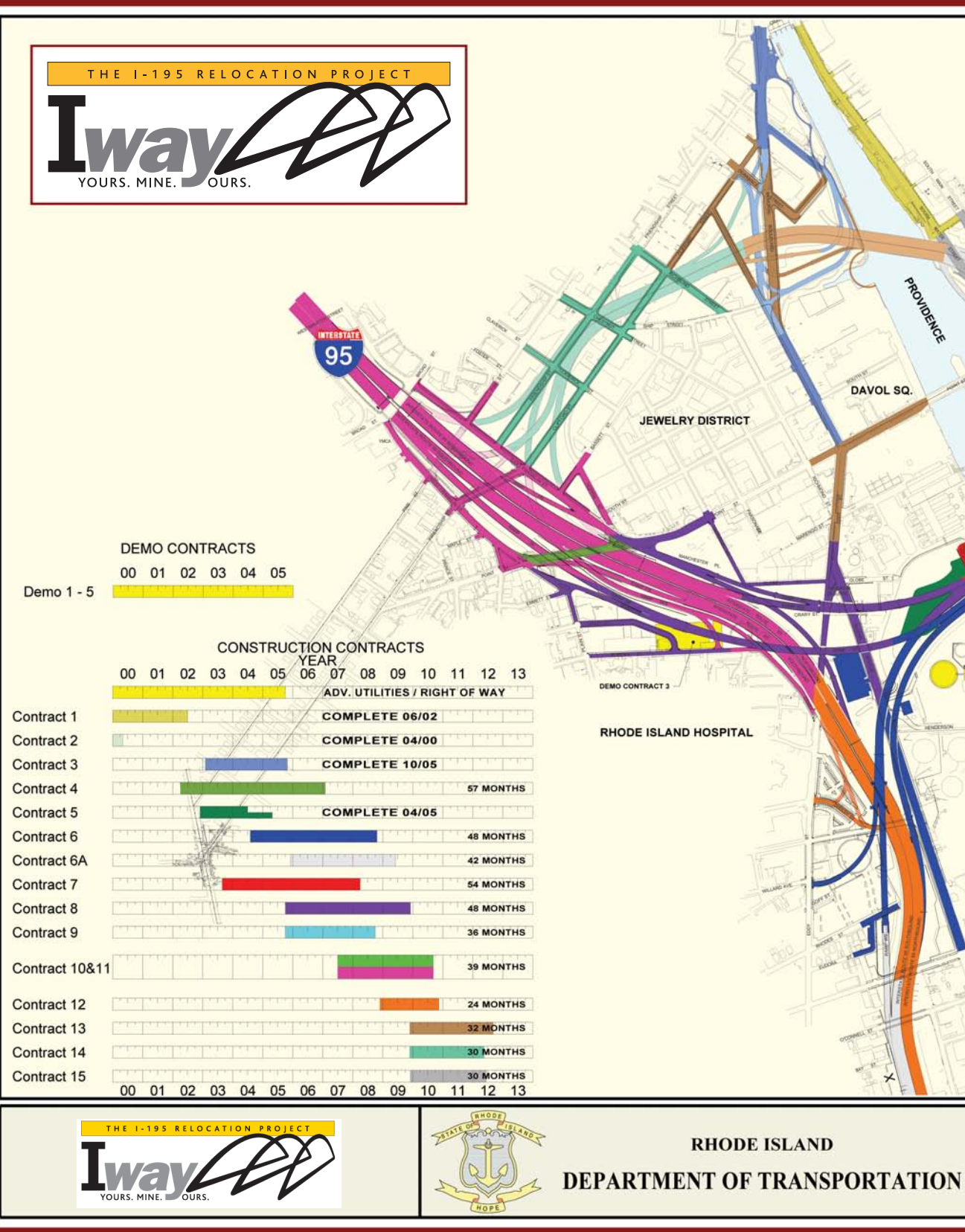
As RIDOT worked on the Iway's Environmental Impact Statement (EIS) in the early 1990s, the highway's problems were put to paper. The EIS noted deteriorated bridges, substandard roadway alignments, sharp curves and substandard shoulder widths.

RIDOT looked at three alternatives before

choosing the one now being built. An alignment just to the north of the current highway was not selected as it would have corrected only the congestion and tight curves on I-195 itself. It would not deal with the weaving motorists face due to closely spaced exits at the highway interchange, it would not have addressed better access to the Eddy Street hospitals campus, and it would have created only limited opportunities for redevelopment as outlined in the Old Harbor Plan. The plan outlines how the land occupied by the existing highway will be reused.

Another idea that was considered was a no-build alternative, one in which the existing alignment would be reconstructed. This would have addressed problems with deteriorated structures, but done nothing about the congestion, weaving conflicts and existing safety hazards. Additionally, traffic would have been severely impacted during construction.

Consideration of these choices led RIDOT to choose the alignment south of the Fox Point Hurricane Barrier. Safety problems and congestion issues could be addressed, and the removal of the old highway would allow for significant redevelopment of the Providence waterfront and fuller implementation of the Old Harbor Plan. Also, the redevelopment would complement other projects including the construction of Memorial Boulevard, Waterplace Park and the Riverwalk system, and the Capital Center projects.



HOW RIDOT BUILT THE IWAY



Site Preparation:
Looking west from Collier Point Park, off Allens Avenue, as utility relocation and site preparation began in 2000.



Pier Construction:
From 2003-2007, RIDOT built numerous concrete piers to support the Iway's many new bridge and elevated roadway sections.



Rolling the New Providence River Bridge:
RIDOT assembled the new Providence River Bridge on a pier at Quonset Point in 2005 and 2006. Transporters were used to roll the bridge onto two barges in preparation for moving them to Providence.



Floating the New Providence River Bridge:
Once on the barges, the new Providence River Bridge was towed 12 miles up Narragansett Bay (shown here near Conimicut Light in Warwick) to its new home just south of the Fox Point Hurricane Barrier in Providence.



Ramp Assembly:
As seen from above early in 2007, the new ramps to and from the Iway and the new Providence River Bridge begin to take shape.



Architectural Details:
A view of a light tower built at the east end of the new Providence River Bridge.



Beam Setting:
During the spring and summer of 2007, RIDOT closed portions of I-95 to allow for safe placement of overhead beams for the Iway.



The Beginning:
An aerial view of the old Providence River Bridge during construction in the 1950s.

The Iway – Project Milestones & Future Schedule

